

Thanksgiving, 1901

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COMPANY.**

NOTICE TO SHIPPERS.

SHIPPERS ARE NOTIFIED THAT a new freight schedule will go into effect on and after December 1, 1901.

Information in regard to changes in rates can be obtained at the office of the company, corner Fort and Queen streets, Honolulu.

C. L. WIGHT,

President.

WILDER'S STEAMSHIP CO.

NOTICE.

CHANGE IN PASSENGER RATES.

On and after December 1st, 1901, the following change in passenger fares will go into effect, viz:

Deck rates between Honolulu and the Island of Hawaii will be increased from \$2.00 to \$3.00.

Deck rates from Honolulu to Maui ports will be increased from \$2.00 to \$3.50.

Cabin rates between Honolulu and Hana, Hamoa and Kipahulu, on the Island of Maui, will be increased from \$6.00 to \$7.00.

All special rates, excepting to clergymen, will be abolished on the above date.

C. L. WIGHT,

President.

Wilder's Steamship Company.

ON ACCOUNT OF NOT HAVING a quorum the adjourned annual meeting of the stockholders of Wilder's Steamship Company is postponed until Wednesday morning, November 20, at 9 o'clock.

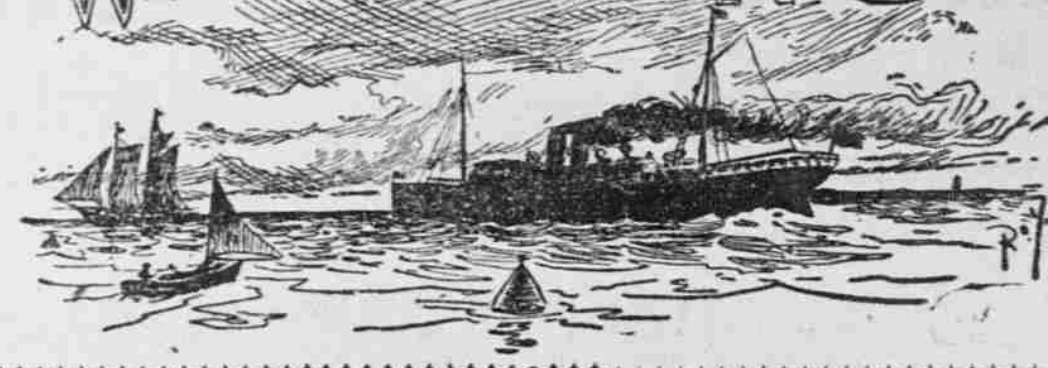
S. B. ROSE, Secretary.

Honolulu, Nov. 19, 1901. 6019

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WATERFRONT NEWS



THE steamship Sierra arrived in port from the Colonies yesterday afternoon and was moored at Naval wharf No. 2, in the same place where the Kilpatrick lay when she was here a short while ago. The health authorities had ordered the vessel to go to the Channel wharf, but as it was impossible for the Sierra to go there, as the Doric was already along side that wharf discharging her freight, she was put up at the Naval wharf. The authorities have thought it wise to resort to extreme precautions in the case of vessels that come from infected ports, or even from ports where there could be the least reason for suspicion of infection.

Purser N. C. Walton gives the following report of the voyage:

"Left Sydney November 5, 1901, at 2 p. m.; between Sydney and Auckland had a gale, and was compelled to slow down for several hours; left Auckland November 9, 1901, at 3 p. m.; fine weather to Pago Pago. In port at Pago Pago, U. S. S. Wisconsin, U. S. S. Solace, U. S. S. Abarenda, U. S. S. Consul Osborne died at Apia, Samoa, October 27, 1901. Left Pago Pago at 9:15 a. m., November 13; arrived at Honolulu November 19, 1901. Fine weather from Pago Pago to Honolulu. Time from Sydney to Honolulu, including stops, 14 days 22 hours.

The Sierra carries only a small amount of freight for this port. It is consigned to G. W. Macfarlane & Co., Mrs. W. Harpham, F. Gray and L. von Tempisky. The freight was unloaded onto the Naval wharf and covered with tarpaulin.

Despite the strict precautions taken by authorities, which prohibited every one not a passenger from boarding the vessel during the evening, there was a large crowd present on the wharf, and there were farewells and leis in profusion. Among the departing passengers was Delegate Robert Wilcox, who is going to Washington. Mrs. Wilcox and a number of leaders of the Home Rule Republican party were present to bid him good-bye. There was quite a bit of a muddle with the baggage which, during the day, had been sent to the Channel wharf, as it was expected that the Sierra would tie up to that wharf. When the Sierra, contrary to these plans, went up to the Naval wharf, all the baggage had to be carted from the Channel wharf to the steamer, and many a passenger was busily engaged in hunting for his dress suit case, trunk, or whatever the particular object of his cares might be.

One young Englishman of this city, who is going in the Sierra to the Coast, on his way to his home in England, met with disaster while engaged in an exciting hunt for his dress suit case. All the baggage was piled up near the steamer's bow, and as the young man, who is a bit short-sighted, was poking among the baggage, he toppled over the edge of the wharf and fell in the water between the vessel's bow and the wharf. Luckily, there were a number of doughty rescuers at hand, who threw a rope out to him and hauled him up on the dock, where he was deposited safely, but very, very wet.

The Sierra paid off several of her crew in this port, and several men who had worked their way as firemen and coalpassers also left the ship here. Lewis & Turk got the commission to ship fifteen new men for the fireroom, which they managed to do without delay.

The Sierra only took very little coal on board while in this port, and managed to sail about 9 o'clock. As there is only about half an hour's difference between the times of departure of the Doric and Sierra, these ships will have a very good race for the Coast. It is probable, however, that the Sierra will beat the Doric, as she is duty-bound to run on schedule time on account of her carrying the mail from the Colonies.

Rough on the Rats.

The Oahu Railway and Land Company started on an active campaign on rats yesterday, and preparations were begun which will make the company's property a very disagreeable place for any poor rodent to inhabit. It is intended to make the big wharf where the Hawaiian-American Steamship Company's shed is situated, practically air tight, by caulking the entire flooring. This can easily be done, as the flooring is of recent construction, and in good repair. On the sides of the wharf, walls will be built which will extend way down into the water. These will also be made air tight. An arrangement will be made by which sulphur can be pumped underneath the wharf, and the practically air-tight construction of the wharf will hold the deadly fumes sufficiently to kill every rat inside.

On the smaller wharf no attempt will be made to make it air tight, but the wharf will be cut clear from the shore in order to prevent rats from getting over on it. This will be done by cutting off about ten feet of the wharf close to the shore, just leaving timbers for the supporting of the railroad tracks. The rats will be prevented from crossing the timbers by means of metal guards which will be placed around the timbers.

The whole work is being carried out

according to plans suggested by Dr. Cofer, and the whole arrangement will probably be finished in a few weeks. The wharves on the city side of the harbor will be placed in the same condition as soon as the funds permit.

Little Profit in Coasters.

The sailing vessel's crew costs about the same per man at all Pacific Coast ports—\$55 per man and \$20 advance—and the balance of her expense depends entirely upon herself. The coasting vessels bring little profit to a port, compared to the foreigners. The coasters pay off and discharge their crews upon reaching here, and their chief expense is to the stevedores and for towage and repairs when any are necessary. The coasters secure comparative a small amount of stores here.

One coasting vessel now in port, the J. B. Brown has expended \$8,500 for repairs, and another, the Joseph B. Thomas will be under a heavy expense for repairs. Wheat and flour carriers to the number of eighty visited Tacoma during the year from July, 1900, to 1901, and loaded cargoes. Using the conservative figure of \$5,000 per vessel as the disbursements of each, they left \$400,000 here during the year. The actual amount, however, were the exact figures obtainable, would exceed the half million mark, according to shipping men. As a greater amount of wheat and flour is to be exported this season the number of ships will exceed last year, and the money which the combined fleet will leave here may touch the three-quarter million mark, a sum which seems to the casual on-looker to be beyond reason and yet which, upon careful inquiry, becomes apparent as a fact.—Tacoma Ledger.

Doric Brings Large Freight.

The steamship Doric arrived in port from the Orient yesterday morning after a long passage. She left Hongkong October 29, and Yokohama on November 9. She had a very rough trip coming over, which is the reason for the length of the passage. The Doric lay up at the Channel wharf, where she discharged her freight, which was an unusually heavy one, there being 1,150 tons altogether for this port. She brought quite a large number of through passengers, and brought 135 Japanese steerage passengers for this port. Although the sailing time for the Doric was set for 8 o'clock in the evening it was not expected that she would be able to leave this port before 11 or 12 o'clock at night, on account of her unusually heavy freight. It was therefore a surprise to every one when the big steamer pulled out from the Channel wharf only about half an hour later than the fixed sailing time.

Shipping Notes.

The steamer James Makee left the Mikanaka at Koloa discharging freight.

The steamer Kinai will sail today at noon. The trip was postponed one day on account of the planters' meeting.

The Makee reports the following sugar left on Kauai ready for shipment: K. S. M., 6,000 bags and MCB, 1,000 bags, making a total of 7,000 bags.

The meeting of stockholders of the Wilder Steamship Company did not come off again yesterday, as there was not a quorum present. The meeting was postponed till 9 o'clock this morning.

Another lot of rails and railroad material was taken from the Claudine by the small schooner Rob Roy, which will bring it to Puuloa, where it is to be used for the new tramway at that place.

The steamer Claudine left this port for Maui yesterday afternoon at 5 o'clock with a full cargo. Among her freight was a new bridge for Kipahulu and a number of telegraph poles for Waikuku.

A large dray was broken down yesterday afternoon at the Kinau wharf by the excessive weight of some of the heavy machinery which the steamer Selma brought from Maunaloa Plantation on Lanai. Both the hind wheels were forced from the body of the dray.

Purser Sharratt, of the steamer James Makee, reports that the weather on Kauai was moderated, although there was considerable rain on the 18th. The weather on the windward side of Kauai especially has moderated considerably since the 18th. Crossing the channel heavy northeasterly swells and light winds were encountered.

The work on the approach which is to connect the new Hackfeld wharf with Queen street, was practically completed yesterday forenoon. The entire flooring had been laid, although it had not been nailed on, and at every eighth board of flooring an upright post about three feet long has been erected.

**A
Few
Words**

about

Pain-Killer

A prominent Montreal clergyman, the Rev. James H. Dixon, Rector St. Jude's and Hon. Canon of Christ Church Cathedral, writes:—"Permit me to send you a few lines to strongly recommend PAIN-KILLER. I have used it with satisfaction for thirty-five years. It is a preparation which deserves full public confidence."

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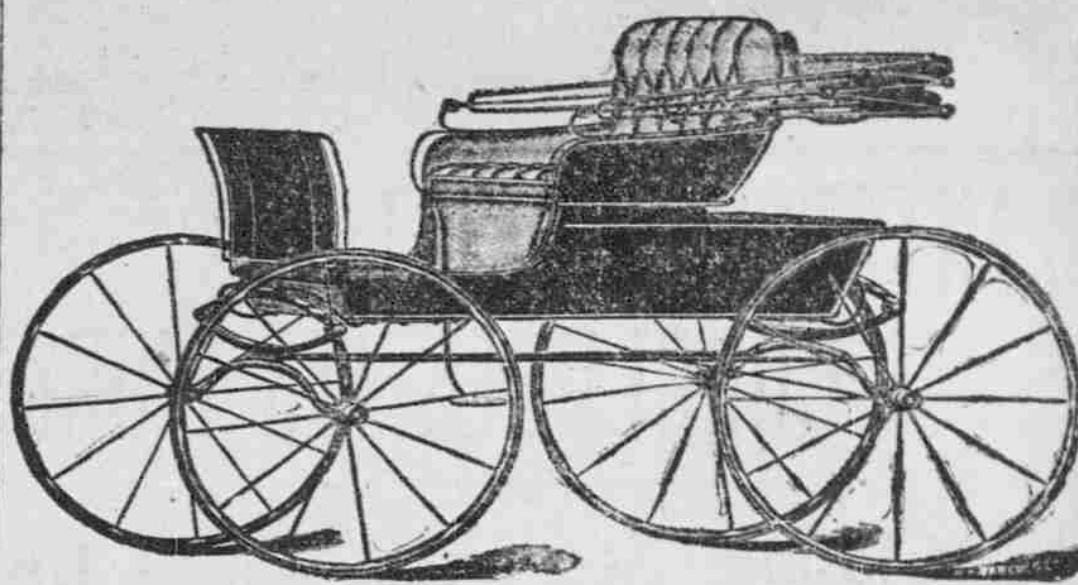
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